

Message Text

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PAGE 01 DAKAR 02592 151054Z

11

ACTION AID-59

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P 150935Z MAY 74

FM AMEMBASSY DAKAR

TO SECSTATE WASHDC PRIORITY 6891

INFO AMEMBASSY ABIDJAN PRIORITY

AMEMBASSY BAMAKO PRIORITY

AMEMBASSY ROME PRIORITY

UNCLAS DAKAR 2592

AFDROUGHT

EO 11652: NA

SUBJ: MALI GRAIN PIPELINE

REF: STATE 97421

1. JOHN DOERRS, REDSO LOGISTICS/SUPPLY OFFICER, BEING ASSIGNED TDY TO DAKAR TO PROVIDE NEEDED ASSISTANCE, IN COORDINATION WITH OTHER DONORS, IN LOGISTICS PROBLEM CAUSED BY BUILD-UP AT ZONE FRANCHE MALIENNE SECTION OF DAKAR PORT.

2. TO DATE, SENEGALESE GRAIN ARRIVALS HAVE NOT BEEN A FACTOR IN THE GLUT, AND PROVIDED TIMELY COORDINATION OF SHIPMENTS FORTHCOMING FROM OSRO, THEY NEED NOT BE. HOWEVER, FOR THE REASON THAT LARGE TONNAGES ARE EXPECTED IN PORT FOR SENEGAL, AND THE POTENTIAL PRESSURE HEAVY, FFPO SUGGESTED EARLIER THAT INITIAL SHIPMENT BE MODEST, I. E. NOT EXCEEDING 2,500 MT, AND SUCCESSIVE SHIPMENTS BE GEARED TO THE CADENCE WITH WHICH GOS ARRANGED FOR THE REMOVAL AND DISPATCH TO INTERIOR, OF CONSIGNMENTS.

3. BELIEVE RE-OPENING OF LAND ROUTE TO MALI SHOULD BE ONE UNCLASSIFIED

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PAGE 02 DAKAR 02592 151054Z

POSSIBLE INITIATIVE TO WHICH LOGISTICS SPECIALIST SHOULD

DEVOTE A HIGH PRIORITY. MAINTENANCE OF LAND ROUTE TO MALI FROM SENEGAL DISCONTINUED FOLLOWING DISSOLUTION OF MALI FEDERATION EARLY SIXTIES; VARIOUS SOURCES CLAIM THAT PORTION OF ROUTE LINKING KIDIRA AITH KAYES (60-80 KM. LONG) SUBSEQUENTLY COLLAPSED AND NO LONGER EXISTS. NEVERTHELESS, SURVIVING REMNANT APPARENTLY CAN BE NAVIGATED, THOUGH WITH CONSIDERABLE DIFFICULTY, BY SMALL CARS SUCH AS THE RENAULT R-6. IT ABSOLUTELY CANNOT HOWEVER SUSTAIN TRUCK TRAFFIC, ACCORDING E. BERSINI, FED REP IN SENEGAL, AND BOTH ROAD AND AT LEAST ONE EXISTING BRIDGE, ALSO INCAPABLE OF SUSTAINING SUCH TRAFFIC, WOULD REQUIRE EXTENSIVE RECONSTRUCTION WORK BEFORE THEY COULD BE REOPENED FOR NORMAL VEHICLE PASSAGE. IMMINENCE OF RAINY SEASON WOULD APPEAR TO PRECLUDE AN EARLY START TO THE WORK OF RECONSTRUCTION, IF THIS OPTION IS USED. EVENTUAL RE-OPENING OF ROAD WOULD PERMIT AN ALTERNATE MEANS OF DISPATCHING COMMODITIES WHICH DOES NOT NOW EXIST. A LONG-TERM RATHER THAN A SHORT-TERM SOLUTION, IT ALSO INCREASES THE BURDEN OF GOM FOR INTERNAL TRANSPORT OF COMMODITIES WITHIN MALI, (PARTICULARLY TO THE SIXTH REGION) UNLESS OTHER MEASURES ARE TAKEN CONCURRENTLY TO EASE THAT BURDEN, SUCH AS THE PROVISION OF A FLEET OF TRUCKS OF THE REQUIRED NUMBER AND TYPE, AND FACILITIES FOR THEIR MAINTENANCE AND REPAIR, WITHIN MALI. IN OTHER WORDS, IN THE ABSENCE OF SUCH MEASURES, A RE-OPENED ROAD ROUTE PERMITS FASTER FLOW OF COMMODITIES TO BAMAKO BUT INCREASES RATHER THAN ALLEVIATES PROBLEMS OF STORAGE/TRANSPORT FROM THAT POINT TO SIXTH REGION.

4. FOR THE SHORT AND MID-TERM, ALTERNATE LAND ROUTES, SUCH AS ABIDJAN-SEGOU-MOPTI, MONROVIA-BAMAKO, AND IDEALLY, COTONOU-GAO, SHOULD BE USED TO MAXIMUM EXTENT POSSIBLE TO ALLEVIATE BURDEN. FOR THE LONG TERM, REOPENING OF ROAD AND PROVISION OF ADDITIONAL LOCOMOTIVES/ROLLING STOCK TO MALI/SENEGAL RAIWAYS TO INCREASE THEIR HAULAGE CAPACITY WOULD SEEM TO BE INDICATED, GIVEN A PARALLEL EFFORT TO IMPROVE DISTRIBUTION/STORAGE FACILITIES IN MALI.

5. UNTIL SUBSTANTIAL PROGRESS HAS BEEN MADE ON REDUCING AMOUNT OF COMMODITIES STILL AWAITING DISPATCH TO KAYES/ UNCLASSIFIED

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PAGE 03 DAKAR 02592 151054Z

BAMAKO FROM DAKAR, AGAIN URGE THAT ALL FRUTHER SHIPMENTS TITLE II FOOD DESTINED MALI VIA THIS PORT BE DIVERTED. MOHAWK'S ARRIVAL, THOUGH WITH REDUCED CARGO FOR DISCHARGE HERE, ALREADY A FAIT ACCOMPLI. EVERY ADDITIONAL SHIPMENT UNDER PRESENT CONDITIONS ONLY SERVES TO EXACERBATE THE PROBLEM. HOPEFULLY YELLOWSTONE, DUE TO ARRIVE DAKAR MAY 15, HAS ALREADY BEEN DIVERTED - AT LEAST WHERE THAT PORTION OF ITS CARGO (4,500 MT) BOUND FOR MALI IS CONCERNED.

6. A DECISION WAS MADE YESTERDAY BY EEC TO RELIEVE SOME OF THE PRESSURE BY DIVERTING SOME OF THE COMMODITY NOW ON THE PIER FOR SENEGAL USE. OF THE 12,000 MT CORN SO FAR DELIVERED TO DAKAR FOR FORWARDING MALI, 6,000 MT ARE IN STORAGE WITH SOCOPAO, 1,000 MT ARE AT THE ZONE FRANCHE MALIENNE, AND 1,000 MT ALREADY DISPATCHED BY RAIL TO KAYES/BAMAKO. THE REMAINDER, 4,000 MT RECENTLY DISCHARGED AND STILL ON THE PIER, BEING DIVERTED FOR SENEGAL USE AGAINST A PREVIOUS COMMITMENT. WHILE A LITTLE LIKE ROBBING PETER TO PAY PAUL, THIS DOES RELIEVE PRESSURE ON THE ZONE FRANCHE. SUCH RELIEF IS HOWEVER SALUTORY, AND TRANS-SHIPMENT TO OTHER PORTS FOR ONWARD TRANSPORTATION TO MALI ON A LARGE SCALE OF OTHER DONOR/COMMERCIALY PURCHASED COMMODITIES APPEARS ONLY WAY TO AVERT LARGE-SCALE SPOLAGE OF FOOD. AT PRESENT, FEW IF ANY OF THE DONORS APPEAR TO BE CONSIDERING THIS ALTERNATIVE.

7. QUESTIONS RAISED BY REF CABLE WILL BE LOOKED INTO AS SOON AS TIME AND EFFECTIVES PERMIT. HOWEVER, TO RESPOND TO 1 (C), THE BURDEN ON THE ZONE FRACHE AT THE PRESENT TIME CAN ONLY BE EASED BY A - TRANS-SHIPMENT OF SUBSTANTIAL PORTION OF TONNAGE NOW WAITING THERE, AND B - THE PROVISION OF MORE LOCOMOTIVES AND MORE WAGONS TO CARRY MORE GRAIN TO BOTH KAYES AND BAMAKO. THE PRESENT CAPACITY OF THE RAILWAY, AS GIVEN BEFORE, IS 12 - 15,000 MT/MONT (MAXIMUM).

AGGREY

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